

T&E COMMITTEE #1
October 21, 2010

MEMORANDUM

October 19, 2010

TO: Transportation, Infrastructure, Energy and Environment Committee

FROM: ^{GO} Glenn Orlin, Deputy Council Staff Director
^{MM} Marlene Michaelson, Senior Legislative Analyst
^{MF} Michael Faden, Senior Legislative Attorney

SUBJECT: Special appropriation to the FY11 Capital Budget and amendment to the FY11-16 Capital Improvements Program (CIP): \$385,000 for White Flint District West: Transportation project

The County Executive is requesting creation of a new project in the CIP that would fund facility planning for six transportation projects in the White Flint Sector Plan area. The draft resolution and project description form (PDF) is on (©1-5). Five of these projects are to be built during Phase 1 of the plan; together they compromise the traffic "workaround" west of Rockville Pike that is needed while Rockville Pike is reconstructed. The sixth, the reconstruction of Rockville Pike itself, is to be designed by the end of Phase 1. The reconstruction is not required until the end of Phase 3, but pieces of it might be built during Phase 2 once the design (in Phase 1) is completed.

This facility planning (i.e., preliminary design) work is needed to develop the detailed plans for the western workaround and for the Pike, and to develop right-of-way and construction cost estimates that are reliable. The PDF cost is \$9,835,000: \$8,800,000 for preliminary design of the six projects, \$1,000,000 for some initial land acquisition, and \$35,000 for the Department of Finance to pay consulting fees for analysis needed to establish the White Flint special tax district (STD). The special appropriation request consists of \$350,000 to get this work underway during the latter half of FY11, and \$35,000 for Finance's consultants. This \$385,000 would be advanced from the General Fund, but it would be reimbursed by STD revenue in FY12, when the tax would first be levied.

The Executive intends to transmit two more PDFs as part of his packet of FY12 CIP amendments in January. One PDF will be for the facility planning of the “east-side workaround” projects: Executive Boulevard extended east of Rockville Pike, and Nebel Street extended south of Nicholson Lane. The other PDF will be for an engineering study to identify the location and scope of intersection improvements outside the White Flint Policy Area that will be needed to address congestion generated by the White Flint development. These Comprehensive Local Area Transportation Review (CLATR) intersection improvements would be the County’s responsibility to fund, although impact tax funds might be used towards their funding.

Council staff generally agrees with the Executive’s proposal, but we have three concerns:

First of all, DOT’s production schedule for preliminary design studies calls for \$600,000 to be spent in FY11 (plus the \$35,000 for Finance’s studies) and \$1,000,000 in FY12. The proposed PDF would defer \$250,000 of DOT’s work into FY12. **Council staff recommends funding these studies according to DOT’s production schedule so as make as much progress as possible in advancing the design of these improvements.** The sooner the projects are designed, the sooner they can proceed to construction.

Secondly, no design costs have been included in the PDF for streetscaping. White Flint’s staging plan requires that western workaround be designed and built during Phase 1, but it also requires that streetscaping within ¼-quarter-mile of the White Flint Metro Station be designed and built during Phase 1. Streetscaping costs can vary widely, especially depending upon whether utilities are placed underground. Undergrounding utilities will be a significant cost where roads will be built or widened; it will be a substantial cost where the road itself is not being widened. Only by conducting preliminary engineering for the streetscaping will the scope and a reliable cost estimate be known. **Council staff recommends programming funds for the preliminary engineering of streetscaping within ¼-quarter-mile of the Metro station either as part of this PDF or one of the PDFs transmitted in January.** If the Committee prefers the former, then it should ask DOT for a funding string for preliminary design of the streetscape element so it can be added to the PDF.

Thirdly, the bike path included in the west-side workaround is only for Main Street between Old Georgetown Road and Executive Boulevard, not on Market Street between Executive Boulevard and Rockville Pike. **Council staff recommends making this correction in the text and the map.**

In summary, Council staff recommends a special appropriation of \$600,000 in FY11 and the revised PDF on ©6-8. Should the Committee wish for preliminary engineering for streetscaping to be added now to this PDF—and, perhaps, to the appropriation as well—then those costs will need to be added to Council staff’s recommendations.

The Council will hold a public hearing on October 26 on the STD bill, a resolution laying out the details of the STD, and this special appropriation and CIP amendment. Council action on the full package is tentatively scheduled for November 23.

Resolution No: _____
Introduced: _____
Adopted: _____

COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND

By: Council President at the Request of the County Executive

SUBJECT: Amendment (\$9.835 M) to the FY11-16 Capital Improvements Program and
Special Appropriation #4-E11-CMCG-3 to the FY11 Capital Budget
Montgomery County Government
Department of Transportation
White Flint District West: Transportation (No. 501116), \$385,000

Background

1. Section 308 of the Montgomery County Charter provides that a special appropriation: (a) may be made at any time after public notice by news release; (b) must state that the special appropriation is necessary to meet an unforeseen disaster or other emergency or to act without delay in the public interest; (c) must specify the revenues necessary to finance it; and (d) must be approved by no fewer than six members of the Council.
2. Section 302 of the Montgomery County Charter provides that the Council may amend an approved capital improvements program at any time by an affirmative vote of no fewer than six members of the Council.
3. The County Executive recommends the following capital project appropriation increases:

<u>Project Name</u>	<u>Project Number</u>	<u>Cost Element</u>	<u>Amount</u>	<u>Source of Funds</u>
White Flint District West: Transportation	501116	PDS	\$385,000	Current Revenue General

Special Appropriation #4-E11-CMCG-3 and Amendment to the FY11-16 Capital Improvements Program
Page Two

4. This project is needed to accelerate the preliminary engineering for one new road, one relocated road, improvements to three existing roads, and one new bikeway in the White Flint Development Tax District so that more accurate designs and cost estimates can be established. Funds to pay for the analysis and studies necessary to implement the district are also included. The recommended amendment is consistent with the criteria for amending the CIP in that this project supports significant economic development initiatives, which in turn will strengthen the fiscal capacity of the County government. The new growth planned for the White Flint area in accordance with the recently approved Sector Plan will revitalize the region and strengthen the County as a whole. These roadway and bikeway improvements will greatly aid and expedite the planned improvements for the area.
5. The County Executive recommends an amendment to the FY11-16 Capital Improvements Program and a special appropriation in the amount of \$385,000 for White Flint District West: Transportation (No.501116), and specifies that the source of funds will be Current Revenue General with repayment in FY12 from White Flint Development District tax funds.
6. Notice of public hearing was not given and no public hearing was held.

Action

The County Council for Montgomery County, Maryland, approves the following actions:

1. The FY11-16 Capital Improvements Program of the Montgomery County Government is amended as reflected on the attached project description form and a special appropriation is approved as follows:

<u>Project Name</u>	<u>Project Number</u>	<u>Project Element</u>	<u>Cost Amount</u>	<u>Source of Funds</u>
White Flint District West: Transportation	501116	PDS	\$385,000	Current Revenue General

2. The County Council declares that this action is necessary to act without delay in the public interest, and that this appropriation is needed to meet the emergency.

This is a correct copy of Council action.

Linda M. Lauer, Clerk of the Council

White Flint District West: Transportation -- No. 501116

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
North Bethesda-Garrett Park

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

September 27, 2010
No
None.
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	8,800	0	0	8,800	350	1,250	500	2,200	2,200	2,300	0
Land	1,000	0	0	1,000	0	0	600	0	200	200	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	35	0	0	35	35	0	0	0	0	0	0
Total	9,835	0	0	9,835	385	1,250	1,100	2,200	2,400	2,500	0

FUNDING SCHEDULE (\$000)

Current Revenue: General	0	0	0	0	385	-385	0	0	0	0	0
Development District -White Flint	9,835	0	0	9,835	0	1,635	1,100	2,200	2,400	2,500	0
Total	9,835	0	0	9,835	385	1,250	1,100	2,200	2,400	2,500	0

DESCRIPTION

This project provides for completing preliminary engineering, to 35% plans, for one new road, one relocated road, improvements to three existing roads, and one new bikeway in the White Flint District area for Stage 1. Various improvements to the roads will include new traffic lanes, shared-use paths, the undergrounding of overhead utility lines, other utility relocations and streetscaping.

The proposed projects are as follows:

- o Main Street/Market Street (B-10) - Old Georgetown Road (MD187) to Executive Boulevard Extended - New 2 lane 700 foot roadway.
- o Executive Boulevard Extended (B-15) - Marinelli Road to Old Georgetown Road (MD187) - Reconstruct 900 feet of 4 lane roadway.
- o Old Georgetown Road (MD187) (M-4) - From Nicholson Lane/Tilden Lane to Executive Boulevard - Reconstruct 1,600 feet of 6 lane roadway.
- o Hoya Street (formerly 'Old' Old Georgetown Road) (M-4A) - From Executive Boulevard to Montrose Parkway - Reconstruct 1,100 feet of 4 lane roadway.
- o Rockville Pike (MD355) (M-6) - Flanders Avenue to Hubbard Drive - Reconstruct 6,300 feet of 6-8 lane roadway.
- o Main Street/Market Street (LB-1) - Old Georgetown Road (MD187) to Executive Boulevard Extended - Construct 1,250 feet of bikeway.

The proposed projects will be White Flint Development Tax District funded and are located primarily in the western side of the White Flint Development District. All the roadway segments except for the Rockville Pike are specified for completion in Stage 1 of the White Flint Sector Plan and will be designed in FY11-13 with land acquisitions in FY13. The Rockville Pike segment will be designed in FY14-16 with land acquisitions in FY15-16. The Rockville Pike segment will be constructed during Stage 3 of the Sector Plan.

This project also provides for consulting fees for the analysis and studies necessary to implement the district, which are programmed in the "Other" cost element.

ESTIMATED SCHEDULE

Design is expected to commence on all projects except the Rockville Pike section in the Spring of 2011(FY11) and to conclude in the Spring of 2013 (FY13). Some property acquisition may occur in 2012-13 (FY13). Design on the Rockville Pike section will begin in the Fall of 2013 (FY14) and be complete in the Spring of 2016 (FY16). Some property acquisition may occur on this section in 2015 (FY15) and 2016 (FY16).

JUSTIFICATION

The vision for the White Flint District is for a more urban core with a walkable street grid, sidewalks, bikeways, trails, paths, public use space, parks and recreational facilities, mixed-use development, and enhanced streetscape to improve the areas for pedestrian circulation and transit oriented development around the Metro station. These road improvements, along with other District roads proposed to be constructed to be funded and constructed by developers will fulfill the strategic program plan for a more effective and efficient transportation system. The proposed improvements are in conformance with the White Flint Sector Plan Resolution 16-1300 adopted March 23, 2010.

FISCAL NOTE

The funding source for these projects will be White Flint Development District Tax revenues and related bond issues. Debt service on the bond issues will be paid solely from White Flint Development District revenues.

The advanced funds (Current Revenue: General) in FY11 will be repaid by White Flint Development District Tax funding sources in FY12.

The project cost estimates are based on FY10 costs and exclude escalation factors. Final construction costs will be determined after the preliminary

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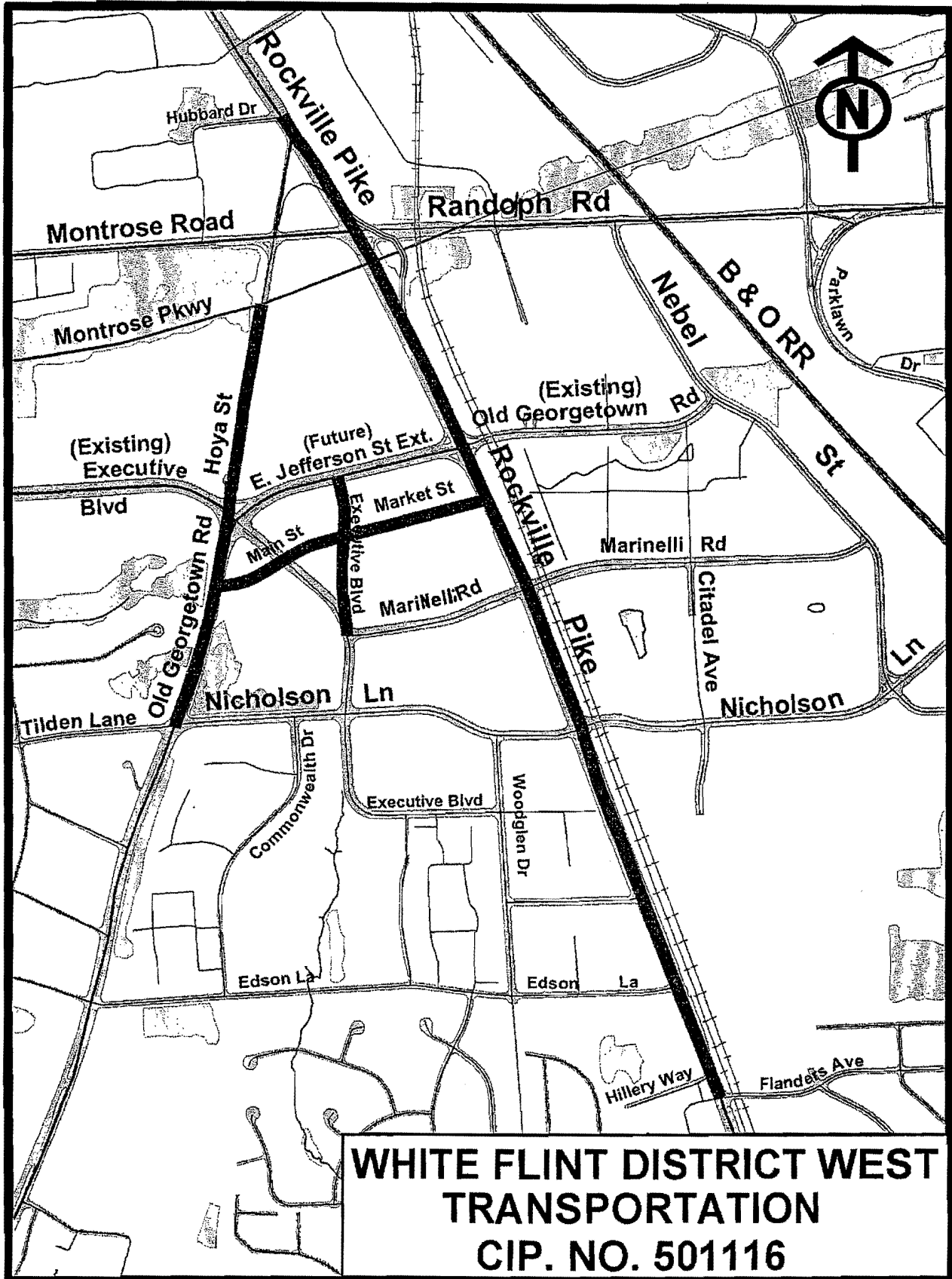
White Flint District West: Transportation -- No. 501116 (continued)

engineering phase. The total project cost the for Stage 1 west-side White Flint Development Tax District -funded projects is anticipated to approximate \$59 million.

The total project cost for White Flint Development Tax District-funded projects planned for Stages 1, 2, and 3 of the White Flint Sector Plan are estimated at \$208 million

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.



White Flint District West: Transportation -- No. 501116

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
North Bethesda-Garrett Park

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

September 27, 2010
No
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Preliminary Design Stage

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White Flint District West: Transportation -- No. 501116 (continued)

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